GRUMMAN plane news

Vol. 39, No. 5, March 14, 1980, Bethpage, N. Y. 11714

**First step.** *Navy pilots train in the Beechcraft T-34C primary trainer long before they climb into the cockpit of Grumman's F-14 Tomcat. The Beech trainer recently visited Calverton where photographer Rich Breunig caught it with the Tomcat in the background. Grumman pilot Tom Gwynne (L) and Beech's T-34C project pilot Jim Dolbee are in the foreground.*

# Grumman/Beech team submits System 730 bid for Navy trainer

Grumman Aerospace Corporation and the Beech Aircraft Corporation signed an agreement on February 27th, teaming them in a bid to produce a comprehensive undergraduate jet training program, the VTXTS, for the Navy. The Grumman/Beech design is named System 730.

The System 730 design has been submitted for evaluation. It is expected that the Navy will choose five contractors as winners of initial concept design study awards. That announcement will be made this fall.

The VTXTS is a system, not just a new jet trainer. Integral with the aircraft will be the training curriculum, simulators, all academic materials, integrated logistics systems and the entire training management system.

Since Beechcraft are the Navy's primary and advanced trainers and the majority of the service's tactical aircraft are Grumman products, the Grumman/Beech team feels it is uniquely suited to develop a smooth transition between the two. "Grumman and Beech are combining complementary aerospace technologies and manufacturing experiences for the VTXTS bid," said George M. Skurla, Grumman Aerospace Corporation Chairman and President.

Beech President Frank E. Hedrick concurred. "Both of our companies have long and successful records as Navy aircraft producers."

(You can read more about the Grumman/Beech team and its bid, the System 730, on page 3.)

# Peterson wins $800

Just under a quarter of a million dollars were saved by suggestions coming from January and February Project Sterling award winners.

The top prize of $800 was earned by Ed Peterson, a test technician in Mechanical Testing. There were 58 other winners in the two month period in which cash awards totaled $5,820. Savings from the 59 awards added up to $249,479.50.

*Ed Peterson of Plant 14 in Bethpage won his third Project Sterling award. His was the largest one awarded so far this year, and the largest one he's ever taken home.*

Peterson redesigned the way fittings are attached to tubes undergoing pressure tests. "Working with high pressure, the fittings would slide down the tubes. We would have had to go to expensive welded fittings." Instead, with his modification, the fitting can still be attached with a wrench.

The second largest prize awarded went to John Jackson of the Paint Department in Calverton. John took home $400 for his suggestion to use airless sprayers to apply Permacoat to parts. The previous system used compressed air sprayers, which made manual sanding of parts necessary. The airless sprayers don't.

Bill Allen, of Calverton's Hydraulics Department, earned his sixth, and biggest, award. It was a $250 award for a proposal to relocate a sensor on F-111 E.C.S. pipes.

# *Investment plan meeting scheduled for April 24*

For the fifth consecutive year, members of the Grumman Employee Investment Plan (EIP) will meet with investment plan managers. All active EIP participants are invited to attend the annual meeting on Thursday, April 24 in the Plant 35 cafeteria.

Represented at the meeting will be Fiduciary Trust Company, Bankers Trust Company and The Aetna Insurance Company. Representatives from Fiduciary will discuss their investment philosophy and examine some of the market indicators that influence their investment decisions.

During the annual meeting, attendees may ask questions about the Investment Plan. In order that a maximum number of inquiries can be answered in the allotted time, the Employee Investment Plan office suggests that Grummanites who have certain topics they wish to be discussed fill out the form on this page and mail it to: Employee Investment Plan, A03-28.

According to Kay Trestka, administrator for the EIP, the meeting is scheduled to begin at 5 p.m. so that a majority of those wishing to attend could do so on their own time. Persons who find it impossible to attend will be able to follow what occurs at the meeting through a summary printed in PLANE NEWS.

**Stallion at Stuart.** *Joe Thornton (L) and Frank Reinecke check out the CH-53 aft transition major assembly before shipment to Sikorsky. (Photo by Fred Annette)*

# Stallion sets fast pace

Major structural work on the only three-engine heavy lift helicopter in the U.S. military force is progressing ahead of schedule at Grumman's Stuart Operations in Florida.

In April 1978, Grumman signed a $4.5-million contract with the Sikorsky Aircraft Division of United Technologies Corporation to fabricate major structural assemblies on the U.S. Navy/Marine Corps. CH-53E "Super Stallion" helicopter.

Under the initial pact, Grumman is fabricating six of the 2,000-pound aft structures: the rear fuselage or transition section, vertical tail pylon, horizontal stabilizer, cargo door and ramp. In October 1979, the first major assembly — the transition section of the fuselage — was delivered to Sikorsky two weeks ahead of schedule, reports Tom Doyle, CH-53E Program Manager.

Now, four months later, the Grumman CH-53E production teams at Bethpage, Milledgeville and Stuart continue to produce Super Stallion components on or ahead of schedule.

Since the contract contains provisions for additional aft sections, Sikorsky has exercised options for an additional 29 ship sets at this time.

# Investment plan

I'd like to have the following topic discussed: _____

_____

_____

_____

_____

**Mail to: A03-28**

# obituaries

**IRVING A. BROWN** of Reliability, Pl. 1, died Feb. 10 at the age of 56. He had been with the company since 1968 and resided at 4 Kinsella St., Dix Hills.

**BONNIE AUER** of Pricing and Analysis, Pl. 30, died Feb. 24 at the age of 36. She had been with the company since 1962 and resided at 22 Oak St., Hicksville.

**LOUIS OLINER** of Flt. Operations Insp., Pl. 7, died Feb. 27 at the age of 59. He had been with the company since 1967 and resided at P.O. Box 66, Farm Lane, Westhampton.

**NELSON H. CHAMPLIN JR.**, of Invent, Mgt., Pl. 44, died Feb. 28 at the age of 54. He had been with the company since 1952 and resided at 315 Lakeland Ave., Sayville.


GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

**Associate Editors**
Kathy Housley ext. 3293
Norine Lyons ext. 5119
John Vosilla ext. 5118

**Editorial Assistant**
Clare Byrne ext. 8999

# Team seeks to train 90's pilots

The unknowing might do a double take.

Unsuspecting Grummanites walking through the Aerospace Marketing Group's offices on the second floor of Plant 05 surely would stop and wonder if the insignia they saw on sweaters worn by other Grummanites were real. "Beechcraft"?

They are real. They're just a small sign of a union which became official on February 27th, when George Skurla signed an agreement between the two aircraft manufacturers to marry their aerospace talents and experience in pursuit of a unique Navy contract. As Dave Walsh, Grumman Aerospace director of Marketing, says, "We believe the marriage is a perfect match."

What is hoped is that the offspring of this marriage will be the contract to design and build, not just 300 new jet trainers to replace the Navy's aging T-2C and TA-4 aircraft, but an entire educational system for jet pilots. The Navy wants a system which will graduate the best possible pilots for their aircraft. At the same time, this new system must get the most training time out of each training day, regardless of weather conditions and personnel status. "We nor anyone else have ever done this before. This training system is a first-time-around."

Dan Pliskin, the director of Grumman's VTXTS program, explains the difference between the conceptual approaches of the VTXTS and traditional training. "The VTXTS represents the first program where training requirements will be the basis for the simultaneous development and integration of all the elements of a training system. The traditional approach in establishing a training system has been to first acquire a trainer aircraft, and then to develop the academics, simulators and other elements to support the aircraft.

"The VTXTS approach," says Pliskin, "will result in significantly improved training system effectiveness."

Grumman, as the prime contractor, builds five of the seven tactical aircraft used today by the Navy. Over 40,000 Grumman-designed carrier-based aircraft have been delivered to the Navy since the Company began in 1930.

The other side of the bid is Beechcraft, the name on the first plane seen by a student in the Navy's flight training program. Beech's T-34C is the primary training aircraft of the Navy; their T-44A is an advanced trainer.

Having a manufacturer such as Beech as the associate contractor is critical, "for two primary reasons," explains Walsh. "They (Beech) are already immersed in the Training Command. They're in it, they know it thoroughly and they have an excellent reputation. Additionally, Beech is a low cost producer building a high quality product."

Walsh talked about the competition against System 730 (the official name of the Grumman/Beech design). "There are, basically, six contractors and probably eight designs which will be offered. It's going to be a long competition and one of the toughest we've ever faced.

Northrop/Vought, McDonnell-Douglas/British Aerospace, Lockheed-Dornier/Dassault, Rockwell and General Dynamics/American Airlines are the other bidders.

Because "it's like going after five proposals at once," as Walsh says, help to design System 730 will come from additional sources. Booz-Allen and Hamilton, International Technical Expertise and World Institute for Computer-Aided Training will participate in the development of the Life Cycle Costing, training systems, and media selection.

However, there is a long way go before anyone manufactures a VTXTS system. A full-scale development contract won't be awarded until 1983, with pilot production proposed to begin at the end of 1986. Full scale production award is scheduled for late 1988.

The initial bid was submitted March 3. The Navy will announce winners of concept development awards this fall.

GRUMMAN VTXTS BEECH
SYSTEM 730

## Beech Aircraft:

## *A company born of a marriage*

When the little plane made its first flight three days before Christmas of 1945, could its builders have imagined that, in 1980, their company would still be building a plane looking much like it? Could they have ever conceived that over 10 thousand would be built? But they must have known it would become one of the most recognized planes to ever fly. That little "V" tail sure made heads turn.

Beech Aircraft Corporation is still turning out the "V" tail Beechcraft Bonanza — one of the five Bonanza models currently in production — but it now is part of a family of 19 Beechcraft commercial models ranging from a two-place trainer to twin engine jetprop corporate aircraft. In addition, the company produces a line of military training and utility aircraft and aerospace products in its growth to become a $600 million business.

The company was founded in 1932 by Walter and Olive Ann Beech. He had been a barnstorming pilot in the '20s, then joined a company that became the Travel Air Manufacturing Company. During one period at Travel Air, Walter was associated with two other famous names of aviation history: Clyde Cessna and Lloyd Stearman.

In 1924, Olive Ann Mellor joined the company as office manager and secretary to then President Beech. He and Olive Ann were married in 1930.

Before that, though, Walter Beech had sold his interest in Travel Air to Curtiss Wright. He did stay on with the company in an executive capacity.

The first product Olive Ann and Walter Beech's young company produced was the Beechcraft Model 17, more popularly known as the "Staggerwing". The "Twin Beech" began production in 1937 and soon became a favorite of business and military alike.

As Beech is one of the best known aircraft producers in the world, having manufactured over 43,000 planes so far, its chairman of the board is distinguished in the business community. Olive Ann Beech was named one of the ten most successful business women in the nation in 1970. She became president of the company after her husband died in 1950. Since then, as chairman of the board, and president from 1950 to 1968, she and President Frank E. Hedrick guided Beech to a place among Fortune's top 500 industrial companies.

Beech is now a subsidiary of the Massachusetts-based Raytheon Co.

## Successful launch

# Solar Max has sunny outlook

From its Valentine's Day launch, all reports from the Solar Maximum Mission observatory satellite have been sunny side up.

"It went straight by the books," says Joe Rothenberg, the Solar Max program manager. "We were prepared for any problem, but it went off perfectly . . . and it's been going like that since. We're getting a lot of good information from Solar Max, and we've been able to settle into a routine very quickly." The satellite was launched from the Kennedy Space Center/Eastern Test Range in Florida.

Solar Max is a project of the NASA-Goddard Space Flight Center in Greenbelt, Maryland. Grumman Aerospace is managing all of the satellite's operations in orbit, working from the Operations Control Center and the Experiment Operations Facility at Goddard.

Solar Max circles the earth every 90 minutes in a 300-mile high orbit. It measures, records, and predicts solar activity and sends this information back to earth. The 22-person Grumman team is in real-time contact with Solar Max for 10 minutes out of every 90-minute orbit; material recorded during the remaining 80 minutes is sent back every few hours.

"Someone is always there to monitor the information," says Rothenberg, explaining that the team works in shifts of varying lengths to provide 24-hour coverage.

"We saw our first solar flare on February 25, and we were pretty excited about that," he says. Solar flares are explosions on the sun's surface, resulting in a tremendous release of energy.

The amount of solar activity (the number of solar flares) peaks roughly every 11 years; the sun will be in its maximum activity phase for the 1979-1981 period.

Solar Max will remain in orbit for one year. When its mission is over, the Space Shuttle will bring it back to earth. It is the first satellite designed to be retrieved by the Shuttle.

# 'Just plain, fine folks'

*The following excerpts were taken from a December 5, 1943 Washington Post article titled "Thank God for Grumman." Written by Agnes E. Meyer, this article later appeared in Meyer's book, Journey through Chaos, which was a collection of her newspaper articles describing wartime endeavors of U.S. industries.*

While the manpower problem bedevils every large airplane manufacturer in the country, the Grumman Corp. has a waiting list. Why? Primarily because the site of the main factories was selected with a wholly new concept of social trends.

**Home advantage**

Instead of relying, as most of our war industries did, upon one of the old industrial centers as a ready-made market for manpower, this firm decided to reach out for the skills, the intelligence and the ingenuity which characterizes the inhabitants of our smaller American communities.

At Bethpage, Long Island . . . the response of the Long Island natives exceeded every expectation. Never have I seen a finer class of workers. Small businessmen and women, householders, garage operators, farmers, artists, clam-diggers, fishermen, handicapped people, every walk of life is represented in the various plants . . . Preference is always given the local people . . . .

**That personal touch**

Mr. Jake Swirbul has never lost personal touch with his 25,000 employees. He still speaks to them on the radio, keeps them informed on all factory problems, makes all important announcements, gives them news about the performance of their own planes on the battle-front, asks for special production efforts when necessary, and praises the results achieved.

"They have a spirit here that makes everyone satisfied," said William "Dolly" King, a senior inspector in Plant 3. "When we are asked to stay overtime on Saturday nights to meet a quota, or increases, the crews are only too happy to do it. Whether people are below or above me, we are just a team working together, and it's that way right up to the bosses."

**Spirit lives**

What, exactly, is this spirit, I asked myself, and how is it instilled?

There is no housing shortage at Grumman — a victory in itself — as all the workers live at home, but transportation with gas and rubber shortages might have been a problem.

The share-the-ride movement is highly organized, but realizing that the plant had absorbed most of the garagemen, Mr. Swirbul established "the little green car" services which jumps to the rescue in every possible way. No employees at Grumman need worry about flat tires, ignition trouble, broken fan belts, or being out of gasoline while their minds ought to be on their work. On the way in, they report their troubles to "the little green car service" and their needs are met . . . This is not philantropy. It pays.

shoes, shooting ranges, and so forth. During the 15-minute rest period of the afternoon session, the grounds on a sunny November day looked like any school play field, so many different games were going on.

The meal hours are another opportunity for recreation. Every plant has cafeterias large enough to hold the thousands of customers, and during the meals one of the worker orchestras, dance bands, glee clubs, or hill-billy singers entertains.

## GOD BLESS GRUMMAN

"This service saves hundreds of man-hours," said Mr. Swirbul, "reduces absenteeism, and above all things takes a lot of worry off the workers' minds and leaves them free to produce."

This is but one example of that deep insight and foresight that make the wheels go round so smoothly at Grumman . . .

There is almost a college atmosphere throughout the various plants because of the emphasis on sports, softball, handball, horse-

Roy Grumman and Jake Swirbul are the sworn enemies of monotony in work. They consider an excessive routine especially disastrous for warworkers who are not habituated to factory work.

**Enemies of monotony**

"We are continually fighting drudgery," said these enlightened bosses. "By taking a new white rabbit out of the hat, you have to vary the tempo creating new interests, a new focus of attention. Especially is the skilled craftsman subject to boredom. Everything used to be handwork. Now we have so many fancy jigs that anyone can do the job.

"So every now and then we put these men back on new designs in the experimental department where they can make contributions and feel useful again.

**Change of pace**

"We try everything, and we pick up some of our best ideas from the workers themselves. Sometimes it's a new type of recreation, a new emphasis on the achievement of our planes, an ace back from the front to talk about his experiences, or other distinguished visitors. We never tire of thinking up new diversions. Under modern conditions, it's part of the business. People have to be rested by a change of pace."

This talk explained a curious observation I had made in all the Grumman factories. There is nowhere to be seen or felt the strained application that I had expected in plants famous as having the highest production record in the fighter industry.

**Rhythm of work**

The pace at first glance seems leisurely, so relaxed is it; the results are obtained not by pressure but through a rhythm of work that is as free as it is steady.

These factories work as harmoniously as a well-tuned instrument.

This Grumman "spirit" is also enhanced by the fact that the management shows complete confidence in all of its employees.

"We trust people absolutely in all their jobs," said Jake Swirbul. "The foremen and the leadmen have the same attitude. For that reason we permit no time-studies. Each little fellow feels like a businessman on his own. This causes willing hands, and when you have that you have everything."

**Record breaker**

Is it any wonder that the turnover at Grumman, including the draftees, is only three percent and unavoidable absenteeism less than 1 percent per month? That beats all records in the airplane industry and equals that of most old established industries.

Evidently the Navy has the same confidence in Messrs. Grumman and Swirbul that their own workers feel. "The cooperation which the Navy has received from Grumman Corp. has been of the highest order," said Rear Adm. Ramsey. "Our relations — we hope — may be described as one of complete mutual trust." "They're just plain fine folks up there," added Vice Adm. McCain, "from management to the last office boy."

# New consultants look back — and ahead

*Four Grumman senior executives who will retire on March 31 have agreed to serve in a new senior management consultant program established by Grumman Corporation.*

*According to Chairman Jack Bierwirth, the four will be retained under contract to perform specific services requiring long-term experience and seasoned judgment. They are: Grant Hedrick, Senior Vice President-Grumman Aerospace; Jack Rettaliata, Vice President-Grumman Corporation; Tom Rozzi, Vice President-Grumman Aerospace; and Ralph "Doc" Tripp, Vice Chairman-Grumman Allied Industries, Inc.*

Tom Rozzi started as a Plant Protection guard at Grumman in 1940, and was promoted to supervisor of Plant Protection in 1945. In 1958 he was made Corporate Director of Security and head of the Employee Service Office. His duties were expanded again in 1968 when he was placed in charge of all Personnel Services, including Transportation, Food Service, Personnel, and Field Administration and Liaison departments. The following year, he was elected vice president, functioning as director of Security and Personnel Services.

A past member of the Industrial Security Committee of the Aerospace Industries Association of America, Rozzi now serves on the Industrial Relations Committee of that organization. He also serves on the panel of arbitrators of the American Arbitration Association. Rozzi was co-founder of the Long Island Chapter of the American Society of Industrial Security.

Under Rozzi's leadership, Grumman has been commended for corporate security measures by the Department of Defense, the Defense Department's Bureau of Naval Weapons, and by the New York State Civil Defense Commission. He has been a member of the Nassau County Manpower Advisory Council, and has served as Chairman of the Steering Committee of the Grumman Political Action Committee since 1977.

Ralph "Doc" Tripp came to Grumman in 1942 with a PhD in Mathematics. "They paid me $5 a week less than the going rate because I had a doctorate," he says with a smile. "They didn't want anyone to get the idea they were catering to longhairs."

In his long and varied career, Tripp has held positions in Test Instrumentation, Flight Test, and in the space program. He was director of both the Orbiting Astronomical Observatory and the Lunar Module programs; director of Corporate Systems, and director of Great River Operations.

Tripp was named executive vice president in 1975, a position he held until last May when he left Grumman Aerospace to become Vice Chairman of the Board for Grumman Allied Industries.

Like Grant Hedrick, Tripp also acknowledges Bill Schwendler's impact on his career. "At one point, I decided that Grumman wasn't interested in what I had to offer. I told Bill Schwendler that I was going to work for Boeing." Schwendler talked him out of it, encouraging him to set up and head an Engineering Research department at Grumman instead.

"He really listened when people talked to him, and that made an impression on me. He expected a lot from people, and gave them recognition and praise when they performed well. I've tried to use those same principles . . . I've always believed they were the key to good management."

Grant Hedrick began his career at Grumman as a stress analyst in 1943. Since then, he has been involved in the technological aspects of most major Grumman programs. His personal contributions include: work in structural analysis and design; a method for predicting the operational life of an aircraft; the application of aircraft construction techniques to hydrofoil vehicles; and the use of boron composites in aircraft structural components.

Hedrick was closely involved in the development of the Intruder, Hawkeye, the Lunar Module, Orbiting Astronomical Observatory, and the F-14.

"I guess I don't have a 'favorite' project, if you could call it that," says Hedrick. "They're all fun, exciting while you're working on them. But if I had to select one project that was the most gratifying, I'd have to pick fusion energy, since it has the greatest potential for contributing to the future of our country."

Hedrick played a key role in Grumman's entry into the fusion energy field, resulting in development work on the Tokamak Fusion Test Reactor at Princeton.

When Hedrick came to Grumman, he only planned to stay for a few years. But the late Bill Schwendler, one of the company's founders, persuaded him to stay.

"He gave me a pep talk, a little more money, more responsibility. But basically, I really admired the man. He was an engineer through and through. Grumman was the inventor, but it was Schwendler who set the standards for thoroughness, for doing a good job. He was able to instill in everyone the need for meticulous attention to detail."

Jack Rettaliata came to Grumman in 1940 and worked as a "stock chaser" on the Amphibian program. "Then I was promoted to stock clerk . . . that was a fancier kind of stock chaser," says Rettaliata with a grin. But a promotion to assistant production manager came soon after that . . . and with it, an office across the hall from Roy Grumman and Jake Swirbul and the beginning of his career in public relations.

"I started handling some of the advertising then. Roy Grumman's son David was in school at the time, and said that none of his friends knew what the Wildcat was. That made Grumman more conscious of the importance of public relations in making our products more visible."

Later, the focus of his job changed somewhat. "We needed a lot of people in a hurry, and we had to promote the company as an attractive place to work. We had bands playing in the cafeteria, boxing matches, and dancing at lunchtime. The war effort was very important to everyone, of course, and that was the prime motivation. But we had the lowest absenteeism rate of the industry. It was more fun to come to work than to stay home."

Rettaliata has been a long-time leader in Long Island civic and community affairs. He was one of the founders of the Long Island Fund, and is now a member of the board of trustees of the United Way of Long Island, which evolved from the Fund. He is also a founder of the Long Island Public Relations Association and served as its first president.

# GAC honors Viet vets

Over 50,000 armed forces men and women died in the Vietnam War, and a group of Vietnam veterans have organized to build a memorial to them in Washington, D.C. Grumman Aerospace has joined the growing list of supporters of the project.

The veterans have secured the aid of 53 United States Senators and 62 members of the House of Representatives. Among them is Senator John Warner of Virginia, former Secretary of the Navy, who made an appeal to a number of corporations for contributions to the fund. Grumman Aerospace was the first to respond, and donated $10,000 "... on behalf of and as a tribute to the 4,000 Grumman employees who served in the military during the Vietnam War."

The memorial is to be apolitical. In a letter thanking Grumman for the gift, Jan Scruggs, the president of the Vietnam Veterans Memorial Fund, said, "Just as we were divided by the war, let us now be united in acknowledging those who made the ultimate sacrifice and all who served in the Vietnam Conflict.

"The Grumman Aerospace Corporation is applauded for recognizing and contributing toward this important project. Our eventual success will have an important meaning to Vietnam veterans, our society and, ultimately, to history. The construction of this memorial will serve as a remembrance of these people who lost their lives and as a focal point for all the American people, regardless of their ideological persuasion regarding the war, for remembering the tragedies wrought by this conflict and the lessons taught us thereby."

The group has raised $34,000 of the $2.5 million they will need for the memorial.

# Want to pool your energy?

The U.S. Energy Department recently predicted that gasoline prices would climb to $1.50 per gallon by the end of the year. Some gasoline retailers feel that the estimate is very conservative; that $2 per gallon is a more realistic guess.

Driving alone to work is becoming a luxury, and more and more Grummanites are taking a closer look at vanpools and carpools.

There are now eight Grumman vanpools on the road, with a ninth on order and six more planned. They save approximately 525 gallons of gasoline a day and provide 96 easy riders with an economical and enjoyable way to get to and from work.

Average cost for vanpool membership is $60 per month. For most members, that means a savings of about $45. . . not including the 12 to 25 percent rebate that most insurance companies give to people who leave their cars home.

All eight vanpools come to the Bethpage facility; they start out from Patchogue, Setauket, Medford, Shoreham, Islip, Port Jefferson, Ronkonkoma, and Commack. The ninth van will make the run from Sayville. (For the vans to be cost effective, the starting point must be at least 15 miles away from work.)

If you are interested in joining, registration forms are available in all Employee Service offices.

Because they involve a smaller number of people, carpools are usually easier to get started. Employee Service offices still have the results of the Nassau County Department of Transportation survey of Grummanites interested in carpooling. The printout sheets contain the names of those looking to share the ride, including plant, starting time, town, and nearest cross street. Other resources are the bulletin boards in your work area, the PLANE NEWS ad supplement, and, starting with this issue, vanpool and carpool ads will appear in PLANE NEWS as well.

Here are the latest offerings:

HOLTSVILLE: or vic of exit 62 or 61 of LIE to Bethpage, 7-3:30pm shift. White, ext. 8791

E. NORTHPORT/COMMACK: (Townline & Claypits) to Bethpage pl. 5, 8am-4:30pm shift. 368-7586

FORT SALONGA/KINGS PARK: Northport, Centerport area to Bethpage, van pool, day shift, cost $55/mo. M. Kogan, ext. 3485/261-1509

GREENLAWN: existing 3 man car pool looking for 4th driver, 8am-4:30pm, any pls. between 5 & 35 ok. V. Bonanno, ext. 4834

GARDEN CITY PARK/MINEOLA: or vic, looking for riders to join existing car pool to Bethpage, 7:30-4:00pm shift. Cardinale, ext. 2407/747-7524

E. QUOGUE: or vic to Melville, pl. 9 or 40, join or form car pool, 7:30-4:00pm. 728-1120

BRONX: to Bethpage, 7:30-4:00pm, pl. 12. G. Bolden, ext. 3588

BETHPAGE/PLAINVIEW: to pl. 43 & 44, 7am-3:30pm shift. Acker, ext. 7602

SUNNYSIDE/WOODSIDE: to Bethpage, join car pool, 8:12am shift. J. Drvostep, ext. 3769/(212)744-3371

COMMACK/E. NORTHPORT: van pool to Bethpage, 8am shift, $50/20 working days. B. Wellner, ext. 9596

# people

## Superdog

Champion Ben-Wen's Benjy McDee — Benjy to his friends — just missed top honors at this year's Westminster Kennel Club Show at Madison Square Garden. The seven-year-old Gordon Setter, owned by Marie Annello of Plant 43, was one of six finalists in the nation's most prestigious dog show. Although he lost out

**Best friends.** *Benjy gets a hug from Marie Annello and George Bennett.*

to a Siberian Husky named Champion Innisfree's Sierra Cinnar, Benjy remains the top winning Gordon Setter in the history of the breed.

There was another Grummanite cheering for Benjy at the Garden that night . . . his breeder, George Bennett, also of Plant 43. George, who has been breeding and showing Gordon Setters for 15 years, sold Benjy to coworker Marie when the black and tan puppy was five weeks old. The dog is now co-owned by Barry Pearlstein of Bay Shore, N.Y., but has always lived with Marie.

Although Marie got the dog only for a pet, the exceptional qualities that Benjy displayed as he matured made her decide to show him. Benjy has dominated the field for sporting dogs for over three years with 150 prizes to his credit, including 24 Best In Shows. "But we're retiring him now from active showing," says Marie.

What makes Benjy a winner? "He's just a magnificent dog," says George Bennett. "His movement, his gait, his personality . . . Benjy's a real ham. He loves to perform."

"I'm a little sad about the end of his career," says Marie. "I'll miss the excitement." But now that Benjy won't be out on the dog show circuit every weekend, she'll have more time to enjoy him as a pet.

"He's a gentle, affectionate animal," she says, as Benjy jumps up beside her. "And he loves to sit on the couch."

## Secretaries' Day '80

In observance of National Secretaries Week and Grumman's 50th anniversary, all Grumman secretaries, their bosses and guests are invited to a cocktail party at the Crest Hollow Country Club in Woodbury on April 23 from 6 to 8 p.m.

The event features open bar and hot hors d'oeuvres, entertainment, and prizes for the winners of a Secretarial Problem Solving contest.

Tickets are $10 each; checks or money orders should be made payable to "Secretaries Day 1980."

For contest entry form and tickets, contact any one of the following: Barbara Arp, Ext. 3016-M/S B03-35; Elfriede Gaias, Ext. 117-7397-M/S F02-07; Fran Lyons, Ext. 2210-M/S B20-35; or Roseanne Maglione, Ext. 3525-M/S C36-05.

Deadline for purchase of tickets and return of contest entry form is March 31.

# appointments

Among those who recently received changes in assignments were: CORPORATE QUALITY AND SAFETY OPERATIONS — Robert Pargmann, engineering supervisor, Industrial Safety and Hygiene; Joseph Oakes Jr., operations supervisor, Industrial Safety and Hygiene, both from Pl. 2; DEPARTMENTAL OPERATIONS — Charles McLaughlin, technical specialist, Experimental Aerodynamics and Configuration Design; Richard Kita, group head, Aerodynamic Design and Analysis, both from Pl. 5; Leonard Fisenne, group head, Electro-Mechanical Design, Pl. 7; Rudy Grill, team leader, Conformal Radar Development Project.

# Take your trip pick: Cape Cod or Ireland

The latest vacation packages unveiled by GAA are a long weekend trip to Cape Cod in May and a nine-day excursion to Ireland in autumn.

All Grumman employees, retirees, family members and friends are invited to take advantage of these economical trips. Here are some of the highlights:

*Cape Cod* — May 1-4 or May 8-11. Cost of this bus trip is based upon occupancy per room: $157 for triple; $167 for double; and $192 for single. Included are transportation by motor coach; accommodations at the Brentwood Motor Inn; four dinners (one at noon); boat ride to Nantucket; sightseeing at Cape Cod and Plymouth, Massachusetts; admission to Mayflower II and Wax Museum. You may register for this trip by contacting the GAA office on Ext. 2133 or 2269 (outside Grumman — (516) 575-2133). Full payment by check or cash will be required to guarantee reservations.

*Ireland* — September 26 to October 4. This vacation package costs $999 per person (for both triple and double occupancy per room) and $1,053 for single occupancy. Included are round-trip jet transportation via Aer Lingus; first class accommodations at Burlington Hotel in Dublin (three nights), one night at Great Southern Hotel in Rosslare, two nights at Europe Hotel in Killarney, and two nights at the Shannon Shamrock in Shannon; full Irish breakfast daily and six dinners; all transfers in Ireland; full sightseeing program with local escort; all taxes and gratuities for services except drivers and guides. Registration for this trip to Ireland takes place in the Plant 28 auditorium on Monday, April 21, at 5:30 p.m. A $100 deposit per person is required at this time. Make checks payable to Brightwaters Travel, Inc.

For further information about these vacation packages, contact Ellen Drasser in the GAA office on Ext. 2133 or 2269.

## No frills

GAA recently sealed a deal for a super economical charter flight to California in July. For only $269, a Grummanite can fly round-trip via United Airlines. On July 2, the airliner takes off from New York for Los Angeles; departure is from San Francisco on July 16. Included in this no frills package are an inflight movie and airport taxes.

Sign-up takes place on Tuesday, April 8, in the Plant 28 auditorium at 5:30 p.m. A $100 per person deposit is required at that time.

# Invite softball teams to join league action

All Grumman teams who plan on playing in a GAA-sanctioned softball league should have a team representative attend one of these preseason meetings:

*Plants 1 and 4 lunchtime league:* Monday, April 7, 12:15 p.m., Plant 1 receiving area, league commissioner Roe Strazzeri, Ext. 2394.

*Plants 2 and 5 lunchtime league:* Tuesday, April 8, 12:15 p.m., Plant 2 conference room, league commissioner Joe Frisenda, Ext. 3373.

*Plants 6 and 7 lunchtime league:* Wednesday, April 9, 12 noon, Plant 6 conference room, league commissioner Ernie Maggi, Ext. 6672.

*Plant 3 lunchtime league:* Thursday, April 10, 12 noon, Plant 3 conference room, GAA representative Herb Mahoney, Ext. 2133.

*Tuesday afterhours league:* Tuesday, April 1, 4:30 p.m., GAA office, Mahoney, Ext. 2133.

*Plants 43 and 44:* Tuesday, April 15, 11:30 a.m., Plant 43 conference room, commissioners Charlie Greco, Ext. 7757 and Robert Albert, Ext. 7956.

*Nite Owls:* Thursday, April 17, 9 p.m., Plant 2 conference room, commissioners Walter Lampkins, Ext. 7995 and Bill Wallace, Ext. 3182.

## Sign up soon for women's softball team

During the last two weeks in March, Grumman women will have the opportunity to sign up to play this season in the Long Island Industrial Softball League.

The Grumman varsity team's organizational meetings will be held on Wednesday, March 19, and Thursday, March 27, at 5 p.m. in the Plant 15 buffeteria.

For additional information, contact Ken Kretschman, Ext. 5708.

**Ready to roll.** *This year's Grumman varsity men's team consists of (L to R): front row — Gene Bagnall, Rudy Dunkley, John Muraca and Jerry Kelly; back row — Herb Pirkl, Frank Tucholski, Grover Hart, Ed Gabriel, George Fowler, and Ed Hilbert. (Photo by Rich Breunig)*

# Keglers off to slow start in industrial tournament

The Grumman men's varsity slipped at the starting gate of the Long Island Industrial Bowling Tournament, but with three more evenings of competition left, they still have plenty of opportunities to get back into the race.

Sponsored by Grumman since 1941, this year's Long Island tourney has over 15 company teams competing. The first night of play saw Pan Am's five-man team move out to take an early lead by rolling 2,781. Fairchild Camera resides in second place with 2,759; LILCO is in third with 2,742.

Grumman lies in fourth place, 72 pins behind Pan Am. The incentive division where teams are ranked according to pins knocked down above the team average, tells the Grumman men's story. They rolled 93 pins below their average, and are in 14th place.

Team members and their first night's scores are: Grover Hart, 168-164-145-477; Frank Tucholski, 179-158-195-532; Gene Bagnall, 213-191-180-584; Ed Hilbert, 148-196-187-531; and Ed Gabriel, 183-192-210-585.

When PLANE NEWS went to press, the varsity was rolling its second segment. The remaining two Saturdays of play are at the Mid Isle Lanes in Hempstead on March 15, and 22 at 8 p.m. All Grummanites and their families are invited to root for the varsity.

**Defending champs.** *Members of the 1980 Grumman varsity women's team are (L to R) Maureen Croes, Olga LaBarbera, Lorraine Coulaz, Bernie Ellensohn, Arleen Schwemmer, Bella Cherry, Joan Bodensky and Rita Mathia. They will defend their Long Island Industrial title in April. (Photo by Rich Breunig)*

# what do you think?

A big political issue this year is whether to draft women into military service. Wondering what the views of Grummanites might be, we went to Great River and asked a number of them: "What position do you take on President Carter's proposal to have woman register for the Draft?" We also asked them what kind of soldier the typical American woman would make.

Herman Lee

I feel that, if women are going to continue to promote women's lib, they could play a role in supporting the country during war. If there's a case of a husband and a wife and both are at the draft age, I would presume that the husband would be the one to go. I think women would have to have a special role. I don't see them going into combat.

Anita Rannazzisi

I don't think women should go. I just don't think they are strong enough to see someone hurt, to see friends get hurt. I don't think they can see that happen and go on fighting.

Jim Bage

Since women have become liberated, this, for the majority of them, I think, is the thing they wanted. If they are capable and feel that they can hold down any job that a man can and want the salary that the man is receiving, I think that they should be registered. But I don't think that they should go into actual combat.

Marge Ballard

I don't believe women should be drafted; it's a man's job. What kind of soldier would the average American woman be? Not a very good one. I know myself, I'm too emotional. I wouldn't be able to kill anybody. I'd just be laying on the ground, crying, and I wouldn't want to eat the food.

Linda Bookman

I'm lucky because I think I'm too old! I don't believe that women should have to tote a gun and be put on the front line. They do have areas, clerical or whatever, where women would be handy, but I don't think they should be in the front lines. I'm not saying all women. There are women that are capable. I think women would make good soldiers only in the clerical or medical fields, but not on the front lines. I would say 75% of the women wouldn't be able to go on the front lines.

George Adesso

You know what I feel? I feel that a woman would make a hell of a good soldier. They'd be the fiercest fighters on the battlefield. Do you know why? Because they have much more to protect. Seriously. Look what they did in Israel.

Marie Von Seggern

I think they should be registered for the draft because women want equality, and there are many, many jobs in the service that women can do. What kind of soldier would the American woman be? A darn good one. I'd go. Why not?

# Personals

My family and I would like to thank our many friends and Employee Services for their kind expressions of sympathy during the recent loss of my sister. Lucille Miller

On behalf of myself and the whole Sturiale family, we wish to thank all our friends at Grumman for all their help and sympathy. Their kindness will be greatly remembered during the recent loss of my father, Edward Sturiale. Theresa Tichy and the Sturiale Family

My family and I would like to thank all of you for your kind expressions of sympathy and concern during the recent loss of my father. Hal Wicker

My family and I wish to express our deepest gratitude to my co-workers and Employee Services for their kindness and sympathy during the recent loss of our daughter, Lori. Art Schilling and Family

My family and I wish to thank my friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my brother. Lawrence Antlick and Family

Kristine, Bill and I would like to thank our many friends, co-workers, Employee Services and all who just cared, for your expressions of kindness and concern over the recent loss of my wife, Dorothy. Your prayers and consideration are greatly appreciated. William C. Trillo

My family and I wish to express our deep gratitude to all my husband's friends for their kindness and sympathy during our recent loss. Sophie Zwikelmaier and Family

My family and I wish to express our thanks to all my friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my mother. Dick Dillinger and Family

My family and I wish to thank my friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my father. Frank Campo and Family

We wish to thank our many friends, co-workers and Employee Services for their thoughtful concern for our well-being. Don and Rena Carter

We would like to express our deep appreciation to my co-workers and Employee Services for their caring remembrance during the loss of my sister, Lenore Comunale. Mr. and Mrs. Joseph Domhan and Family

My family and I would like to thank my co-workers, friends and Employee Services for their kindness and sympathy when we needed them most during the recent loss of my mother. Tom McCullough and Family

I wish to express my deepest appreciation to the many friends and co-workers of my late husband Raymond, as well as Employee Services for their kindness and sympathy during our recent bereavement. Marion Zurawel and Family

The family of the late Eugene W. Brehm acknowledges with grateful appreciation your kind expression of sympathy. God bless you. The Brehm Family

# Take a bow

John Knispel did the sketches the four Grumman senior executives on Page 5; Rick Chiorando did the art work on Page 4. Both artists are from Presentation Services in Plant 5.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

BULK RATE
POSTAGE PAID
HICKSVILLE, N.Y. 11802
PERMIT NO. 1110

JOHN LOVISOLO (P)
3 CAROL DRIVE
BETHPAGE, N.Y. 11714

Vol. 39, No. 5, March 14, 1980. Bethpage, N. Y. 11714